FIA - West Ramp Improvements

FY2023 Request: **$3,281,250**
Reference No: **64114**

AP/AL: Allocation
Project Type: Construction
Category: Transportation
Location: Statewide
House District: Statewide (HD 1-40)
Impact House District: Statewide (HD 1-40)
Contact: Dom Pannone
Estimated Project Dates: 07/01/2022 - 06/30/2027
Contact Phone: (907)465-2956
Appropriation: Airport Improvement Program

Brief Summary and Statement of Need:
Reconstruct the north end of the terminal apron for carrier jet aircraft parking and operations.

Funding:	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	Total
1002 Fed Rcpts	$3,281,250						$3,281,250
Total:	$3,281,250	$0	$0	$0	$0	$0	$3,281,250

☑ State Match Required ☑ One-Time Project ☐ Phased - new ☐ Phased - underway ☐ Ongoing
6% = Minimum State Match % Required ☐ Amendment ☐ Mental Health Bill

Operating & Maintenance Costs:

	Amount	Staff
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	
Totals:	0	0

Prior Funding History / Additional Information:

No prior funding history.

Project Description/Justification:
Increased demand for aircraft parking adjacent to the terminal and gate congestion during summer operations requires reconfiguration of the north end of the terminal apron for larger aircraft parking. This project will add additional hardstands and strengthen pavement areas to support these operations. During the remodel of the terminal (2008-2009), the north end of the terminal apron pavement strength was rated to support commuter aircraft for regional operators. In the last 3 years, Fairbanks International Airport has experienced a reduction in commuter aircraft and an increase in commercial aircraft operations. With only six jet bridge/terminal access points and operations being limited to the late evening and early morning time slots, it has resulted in terminal and gate congestion, which results in a limited number of aircraft that can be actively deplaned and enplaned. If any aircraft experiences a delay, the aircraft must be pushed off the gate to a parking location away from the terminal so another operator can utilize the gate and then be pulled back to the gate when the aircraft is ready for enplaning. Increasing the pavement strength of the north terminal apron, will allow for a commercial aircraft to either be pushed off the gate to a location near the terminal or assigned a slot at the north end upon arrival to continue deplaning/enplaning and relieve the congestion in the terminal and gates. In addition, this will minimize aircraft movement operations during peak hours and provide safer operations.